

The Times

(MORNING, EVENING AND SUNDAY.)
THE TIMES COMPANY.

STILSON HUTCHINS, President.

PUBLICATION OFFICE.

THE HUTCHINS BUILDING.

Corner Tenth and D Streets Northwest

SUBSCRIPTION RATES.

MORNING, BY CARRIER:
Morning, Evening and Sunday..... Fifty Cents
Morning and Sunday..... Thirty-five Cents
Evening and Sunday..... Thirty-five CentsBY MAIL:
One Year, Morning, Evening and Sunday..... \$5.00
Six Months..... 3.00
Three Months..... 1.50
One Year, Morning and Sunday..... 4.00
Six Months..... 2.25
Three Months..... 1.25
One Year, Evening and Sunday..... 4.00
Six Months..... 2.25
Three Months..... 1.25
Sunday only, One Year..... 1.00Orders of mail must be accompanied by subscription price.
Telephone (Editorial Rooms)..... 160
Business Office..... 161
Circulation Department..... 216

CIRCULATION STATEMENT.

The circulation of THE TIMES for the week ended June 18, 1898, was as follows:
Sunday, June 12..... 21,500
Monday, June 13..... 52,966
Tuesday, June 14..... 54,044
Wednesday, June 15..... 52,254
Thursday, June 16..... 51,030
Friday, June 17..... 52,794
Saturday, June 18..... 52,794Total..... 337,951
Daily average (Sunday, 21,500, excepted)..... 52,741

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SATURDAY, JUNE 25, 1898.

More Re-enforcements for Shafter.

The situation in front of Santiago, as well as other important military considerations, is moving President McKinley to extreme efforts to place an overwhelming force on the south coast of Cuba without any loss of time. Shafter is to have eighteen thousand re-enforcements, which will bring his command up to forty thousand. It is probable that most of the new troops may not reach him until after he has taken Santiago, but this will not matter, as his present base of operations is a convenient one with reference to Porto Rico, as well as for necessary movements in the eastern part of Cuba.

It is understood that as soon as the fresh details can be made ready, and transports assembled, which will be in about ten days, General Miles will accompany the expedition and assume general command in the field. After the fall of Santiago, he will give General Shafter twenty thousand regulars and volunteers, which, added to the ten thousand Cubans, is believed to be force sufficient to hold the captured position, to annihilate Pando, and to drive the last Spaniard out of the east. With the remaining twenty thousand Americans and ten thousand additional troops to be sent from the United States, General Miles will go to Porto Rico, under convoy of a squadron of the Navy, and proceed to the reduction and occupation of that island.

It is believed that it will not take long to execute this movement and put Porto Rico finally in our possession. By the time that can be accomplished, the main Cuban army, under General Gomez, will have been armed, clothed and provisioned, and will be ready to co-operate in a movement against Havana. The attack upon Blanco's stronghold, which must come sooner or later, and the sooner the better, probably will mark the close of the war, if, indeed, conditions in Spain do not dictate a Spanish surrender before the event.

Things are moving now, and the Administration appears to be acting with a degree of vigor which cannot fail to meet with the approval of the country.

Will Spain Surrender?

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It is possible that the Republicans, who seem on the eve of an open demonstration against the present regime and the monarchy, may hold themselves in check until they can take advantage of the surprise and grief which will fill Spain when the inexorable terms of this country have been disclosed. Sagasta and his colleagues have lied so persistently to the kingdom, on every fact, point and subject connected with the war and Spain's international relations, that there is actually little, if any, idea among the middle class, and none among the masses, that the only peace at which peace can be bought is the subject surrender of all Spanish pretensions to Cuba, Porto Rico and the Philippines.

When that uncomfortable situation develops, and it is realized on the peninsula that these demands form an American sine qua non, there is little room to expect that the inevitable will be accepted without an uproar, an uprising and a wild and angry attack upon the royal family and statesmen who are even now popularly believed to be responsible for the defeat and humiliation of Spain.

It is not, therefore, difficult to conceive that a condition of affairs might follow the first exchange of views as to the terms of peace that would drive the kingdom into a condition of anarchy, and leave it without a central

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It would be interesting to know what effect the fall of the Spanish throne would have upon General Blanco and his intended defense of Havana. Would he give up the fight on seeing the home country going to wreck in a civil war? Or would he stick it out, to the hopelessness of assistance, advice or encouragement from Spain, and inevitably be killed, captured or starved by the American Army and Navy?

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COALING A WARSHIP.

Our big navy is sailing up coal at a most terrific rate. It is estimated that 1,000,000 tons will be consumed if the war lasts a year. Under 1,000 boilers coal is being licked up every moment. The steam gauges must be kept up. In 1897, our navy burned but 128,000 tons of coal, but then our warships spent most of their time at anchor, either with their fires banked or entirely out.

Conditions are different now. Not only the regular fighting ships, but the dozens of auxiliaries which have been pressed into service, are under a full head of steam all the time, either waiting to jump at a moment's notice or steaming up and down the watery highways of the sea.

It is costing Uncle Sam about \$15,000 a day for coal alone, for he has to pay all sorts of prices, from \$2 to \$18 a ton. When his ships are at a distant port, he can buy the best of coal from \$2 to \$3 a ton, but in some of the South American ports he is obliged to pay whatever the coal merchants ask, and they are not always modest in their demands.

But the price of coal does not trouble us. We can afford it. It is the difficulty of getting coal where it is wanted, and the further task of getting it in the bunkers quickly that bothers.

Bunkering is always a slow, tedious process. It is the one disadvantage of steam navigation which has not yet been overcome.

Coaling at a wharf is tedious enough; but it is still more difficult when a great amount of money has been spent in experimenting with new devices for coaling vessels, but as yet no process whereby rapidity is a factor has been discovered.

In coaling the auxiliary cruiser Harvard, about fifty men are employed inside the hull, and the time required to stow it in the bunkers is about four hours. This, when a warship is in port, is a long time, and the average cost of this work is about \$1,000.

Among the mechanical inventions for coaling ships, the most successful is the square box that will hold about forty tons each. These boxes or compartments are arranged so that they can be separated by means of a crane, and hoisted above the level of the ship's port. The coal is then discharged through a shoot into the ship. The device can hardly be said to be perfect, but it is a great improvement over the old method of coaling by hand.

The great trouble is not in finding a device that can load the coal on the ship, but in taking care of it or stowing it away after it is hoisted on board. It is received on board more rapidly than it can be stowed away in about a ton per minute. The ship's crew are not advanced this far, and more primitive methods than the one described are still in vogue there.

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